

Amendments to the Claims:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

1. (Currently amended) A method for achieving linear engine thrust response comprising the steps of:
measuring a throttle position (FNRQ);
measuring a plurality of engine parameters;
computing an idle power schedule airflow (W2RID) and an intermediate power scheduled airflow (W2RINT) using said plurality of engine parameters;
inputting said idle power schedule airflow, said intermediate power scheduled airflow ~~said plurality of engine parameters~~ and said throttle position into a plurality of schedules to produce a plurality of outputs;
combining said plurality of outputs to produce a part power scheduled airflow (W2RSCH); and
using said W2RSCH to produce a near linear thrust response of said engine.
2. (Currently amended) The method of claim 1, wherein measuring said plurality of engine parameters comprises measuring said plurality of engine parameters selected from the group consisting of a block number (XM), an inlet pressure (P2) and

and an inlet temperature (T2) ~~an intermediate power scheduled~~
~~airflow (W2RINT), and an idle power schedule airflow (W2RID).~~

3. (Currently amended) The method of claim 1 2, wherein said
inputting ~~said plurality of engine parameters into a~~
~~plurality of schedules~~ comprises the ~~step~~ steps of:
computing ~~inputting~~ said W2RID and said
entering said W2RID into a first schedule to produce a
W2RID index (W2RIDX); and
entering said W2RINT into said first schedule to produce
a W2RINT index (W2RINTX).
4. (Currently amended) The method of claim 1 3, wherein said
inputting ~~said plurality of engine parameters into a~~
~~plurality of schedules~~ comprises the ~~step~~ steps of:
entering ~~inputting~~ said W2RID and ~~said W2RINT~~ into a
second schedule to produce a first output throttle position
index FNRQX; and
entering said W2RINT into said second schedule to
produce a second output throttle position index FNRQY.
5. (Original) The method of claim 4, comprising the additional
step of combining said FNRQX and said FNRQY to produce an
FNRQ equivalent (FNRQEQ).

6. (Original) The method of claim 5 wherein said combining said FNRQX and said FNRQY comprises the step of combining said FNRQX and said FNRQY to produce said FNRQEQ according to an equation $FNRQEQ = FNRQX + ((FNRQYX - FNRQX) / \text{full range}) (FNRQ - FNRQIDLE)$ where full range is $(W2RINT - W2RID)$ and FNRQIDLE is an idle throttle position of said engine.
7. (Currently amended) The method of claim 1 6, wherein said inputting ~~said plurality of engine parameters into a plurality of schedules~~ comprises the step of entering an FNRQ equivalent inputting said (FNRQEQ) into a third schedule to produce a an output PLAX.
8. (Currently amended) The method of claim 1 7, further comprising the additional step of combining ~~said an output~~ PLAX, ~~said W2RIDX~~ an output W2RID index (W2RIDX), and ~~said W2RINX~~ an output W2RINT index (W2RINX) to produce a power part index (PLAIDX).
9. (Original) The method of claim 8, wherein said combining said PLAX, said W2RIDX, and said W2RINX comprises the step of combining said PLAX, said W2RIDX, and said W2RINX according to an equation $PLAIDX = (PLAX - W2RIDX + \text{bias}) / (W2RINX - W2RIDX + \text{bias})$ where bias is approximately 0.0001.

10. (Currently amended) The method of claim 1 9, wherein said combining said plurality of outputs to produce said W2RSCH comprises the step of combining said W2RID, said W2RINT, and ~~said~~ a power part index (PLAIDX) according to the equation $W2RSCH = W2RID + PLAIDX(W2RINT - W2RID)$.
11. (Original) The method of claim 1, wherein said using said part power scheduled airflow to produce said near linear thrust response of said engine comprises the step of using said W2RSCH to alter a fuel flow to said engine.
12. (Currently amended) A system for achieving linear engine thrust response comprising:
- means for measuring a throttle position (FNRQ);
 - means for measuring a plurality of engine parameters;
 - means for computing an idle power schedule airflow (W2RID) and an intermediate power scheduled airflow (W2RINT) using said plurality of engine parameters;
 - means for inputting ~~said plurality of engine parameters~~ said idle power schedule airflow, said intermediate power scheduled airflow and said throttle position into a plurality of schedules to produce a plurality of outputs;
 - means for combining said plurality of outputs to produce

produce a part power scheduled airflow (W2RSCH); and

means for using said W2RSCH to produce a near linear
engine thrust response of said engine.